

GLASGOW.

6th May, 1922.

WM. GORDON MINCHIN,

Messrs. The Fairfield Shipbuilding & Engineering Co., Ltd. (The Builders) survey the machinery of the Twin Screw Steamer "EMPRESS OF CANADA" (Their S.S. No. 528) No. 15061 in the Register Book, as the vessel lay afloat at the tail of the bank, River Clyde, on June 22nd, 1921, also when in the Govan Dry Dock, Glasgow on 5th August, 1921, and subsequent dates, for the purpose of ascertaining the nature and extent of the damage stated to have been caused by the swelling of the lignumvitae strips in both stern tube bushes. Recommended that the vessel be placed in Dry Dock and that both propeller shafts be drawn for examination.

ON EXAMINATION

FOUND.

Starboard Propeller Shaft.
Liner moved on Shaft and fractured in two places.

Starboard After Bush.
Lignumvitae strips badly worn and charred.

Starboard Forward Bush.
Lignumvitae strips charred and cut

RECOMMENDED.

New liner be fitted and shaft skimmed up in lathe.

New lignumvitae strips be fitted and brass fitting strips and pins overhauled and re-fitted.

New lignumvitae strips be fitted and brass fitting strips and pins overhauled and re-fitted



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Port After Bush.

Lignumvitae strips charred, worn and broken. Brass fitting strips bent, securing pins of brass sheared.

New lignumvitae strips be fitted
Brass fitting strips be straightened and refitted and sheared pins be renewed and others refitted.

Port Forward Bush.

Lignumvitae strips broken and scored.

New Lignumvitae strips be fitted and brass fitting strips and pins be overhauled and refitted.

Teeth of the first reduction pinions and second reduction pinions and first reduction wheels of both engines found distorted.

Wheels and pinions be placed in the machine and teeth recut.

Teeth of first reduction pinions and first reduction wheels after recutting found still to be distorted.

New first reduction pinions be fitted and new shrouds be fitted to the first reduction wheels.

It was further recommended that the first reduction pinions and the first reduction wheels, ^{and} second reduction pinions of the Port Engine be placed in the starboard engine, and that the first reduction pinions and first reduction wheels and second reduction pinions of the starboard engine be placed in the Port Engine. This recommendation was made with a view to localising the element in the gear that was the cause of the "knock".

All the removals which were necessary for the taking out of the parts of the machinery from the vessel to be replaced, and the official trials to be run on the completion of the repairs.

The above recommendations were made to place the machinery in the same good and efficient condition as before the damage.

W. Gordon-Muncheon

Surveyor to Lloyd's Register.



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